

<b>BOAT</b>
Name <b>RAVEN</b>
Sail Nr <b>PER 43833</b>

<b>GPH</b>
<b>626.1</b>

<b>HULL</b>			
Length Overall	<b>10.025m</b>		
Maximum Beam	<b>3.144m</b>		
Displacement	<b>3,893kg</b>		
Draft	<b>2.119m</b>		
IMS Reg. Division	<b>Cruiser/Racer</b>		
Dynamic Allowance	<b>0.091%</b>		
Fwd Accommodation	<b>No</b>		
Hull Construction	<b>Cored</b>		
Carbon Rudder	<b>No</b>		
Crew Arm Extension			
IMSL	<b>9.535m</b>	VCGD	<b>0.089m</b> Sink <b>16.48kg/mm</b>
RL	<b>8.885m</b>	VCGM	<b>0.053m</b> WS <b>21.32m<sup>2</sup></b>
LSM0	<b>9.520m</b>	Displacement/Length ratio	<b>4.5120</b>



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<b>GENERAL</b>
Class <b>Tripp 33</b>
Designer <b>Tripp</b>
Builder <b>Carrol Marine</b>
Series <b>06/1992</b>
Age <b>06/1992</b>
Age Allowance <b>0.487%</b>
Offset File <b>Tripp33_JackSpot-2014-2.off</b>
Measurement by <b>G.Liza - 09/04/2015</b>

**Rating Office**  
Asociacion de Veleros  
Oceanicos del Peru  
Roberto Peschiera - RO  
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<b>SCORING OPTIONS</b>						
	<b>COASTAL / LONG DISTANCE</b>			<b>WINDWARD / LEEWARD</b>		
Time on Distance	<b>608.6</b>			<b>676.5</b>		
Time on Time	<b>0.9858</b>			<b>0.9978</b>		
Triple Number	Low	Medium	High	Low	Medium	High
Time on Distance	<b>713.1</b>	<b>556.0</b>	<b>496.5</b>	<b>920.4</b>	<b>679.1</b>	<b>591.6</b>
Time on Time	<b>0.9466</b>	<b>1.2141</b>	<b>1.3595</b>	<b>0.7334</b>	<b>0.9939</b>	<b>1.1410</b>

<b>TIME ALLOWANCES</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat VMG	<b>1004.0</b>	<b>832.5</b>	<b>741.0</b>	<b>708.4</b>	<b>694.4</b>	<b>687.3</b>	<b>679.8</b>
52°	<b>664.6</b>	<b>563.9</b>	<b>522.9</b>	<b>509.2</b>	<b>503.3</b>	<b>500.2</b>	<b>496.5</b>
60°	<b>631.4</b>	<b>545.0</b>	<b>511.6</b>	<b>497.0</b>	<b>490.4</b>	<b>486.7</b>	<b>483.8</b>
75°	<b>607.2</b>	<b>532.6</b>	<b>503.2</b>	<b>484.6</b>	<b>471.1</b>	<b>463.6</b>	<b>456.8</b>
90°	<b>616.7</b>	<b>534.0</b>	<b>501.8</b>	<b>482.0</b>	<b>462.3</b>	<b>445.4</b>	<b>427.2</b>
110°	<b>645.5</b>	<b>537.8</b>	<b>497.5</b>	<b>470.1</b>	<b>444.6</b>	<b>428.1</b>	<b>405.9</b>
120°	<b>668.9</b>	<b>551.8</b>	<b>504.2</b>	<b>476.1</b>	<b>447.3</b>	<b>420.2</b>	<b>382.9</b>
135°	<b>747.5</b>	<b>605.7</b>	<b>529.7</b>	<b>496.0</b>	<b>469.3</b>	<b>440.8</b>	<b>384.8</b>
150°	<b>892.8</b>	<b>705.0</b>	<b>594.2</b>	<b>528.2</b>	<b>496.7</b>	<b>471.8</b>	<b>419.6</b>
Run VMG	<b>1031.0</b>	<b>814.1</b>	<b>685.7</b>	<b>600.5</b>	<b>542.6</b>	<b>506.3</b>	<b>457.1</b>

<b>Certificate</b>
Number <b>PER129</b>
ORC Ref <b>PER00000120</b>
Issued On <b>5/10/2019</b>
VPP Ver. <b>2019 1.01</b>
Valid until <b>31/03/2020</b>

<b>Selected Courses</b>							
Windward / Leeward	<b>1017.5</b>	<b>823.3</b>	<b>713.3</b>	<b>654.4</b>	<b>618.5</b>	<b>596.8</b>	<b>568.5</b>
Circular Random	<b>858.2</b>	<b>694.6</b>	<b>607.7</b>	<b>557.5</b>	<b>526.6</b>	<b>505.8</b>	<b>478.2</b>
Coastal / Long Distance	<b>1018.9</b>	<b>775.4</b>	<b>646.6</b>	<b>576.0</b>	<b>537.8</b>	<b>507.1</b>	<b>457.8</b>
Non Spinnaker	<b>901.2</b>	<b>724.9</b>	<b>630.1</b>	<b>575.0</b>	<b>541.0</b>	<b>518.3</b>	<b>487.9</b>

<b>Crew Weight</b>	
Default	<b>642kg</b>
Maximum	<b>590kg</b>
Minimum*	<b>443kg</b>
<i>*when applied by the NoR and SI</i>	
Non Manual Pwr	<b>No</b>

<b>Special Scoring</b>		
	ToD	ToT
Non Spin GPH	<b>650.0</b>	<b>0.9231</b>
Non Spin OSN	<b>631.3</b>	<b>0.9505</b>

<b>Velocity Prediction in Knots for True Wind Speeds</b>							
Wind Velocity	6 kt	8 kt	10 kt	12 kt	14 kt	16 kt	20 kt
Beat Angles	<b>41.9°</b>	<b>40.3°</b>	<b>39.0°</b>	<b>37.4°</b>	<b>36.8°</b>	<b>36.4°</b>	<b>36.4°</b>
Beat VMG	<b>3.59</b>	<b>4.32</b>	<b>4.86</b>	<b>5.08</b>	<b>5.18</b>	<b>5.24</b>	<b>5.30</b>
52°	<b>5.42</b>	<b>6.38</b>	<b>6.88</b>	<b>7.07</b>	<b>7.15</b>	<b>7.20</b>	<b>7.25</b>
60°	<b>5.70</b>	<b>6.60</b>	<b>7.04</b>	<b>7.24</b>	<b>7.34</b>	<b>7.40</b>	<b>7.44</b>
75°	<b>5.93</b>	<b>6.76</b>	<b>7.15</b>	<b>7.43</b>	<b>7.64</b>	<b>7.77</b>	<b>7.88</b>
90°	<b>5.84</b>	<b>6.74</b>	<b>7.17</b>	<b>7.47</b>	<b>7.79</b>	<b>8.08</b>	<b>8.43</b>
110°	<b>5.58</b>	<b>6.69</b>	<b>7.24</b>	<b>7.66</b>	<b>8.10</b>	<b>8.41</b>	<b>8.87</b>
120°	<b>5.38</b>	<b>6.52</b>	<b>7.14</b>	<b>7.56</b>	<b>8.05</b>	<b>8.57</b>	<b>9.40</b>
135°	<b>4.82</b>	<b>5.94</b>	<b>6.80</b>	<b>7.26</b>	<b>7.67</b>	<b>8.17</b>	<b>9.36</b>
150°	<b>4.03</b>	<b>5.11</b>	<b>6.06</b>	<b>6.82</b>	<b>7.25</b>	<b>7.63</b>	<b>8.58</b>
Run VMG	<b>3.49</b>	<b>4.42</b>	<b>5.25</b>	<b>6.00</b>	<b>6.64</b>	<b>7.11</b>	<b>7.88</b>
Gybe Angles	<b>144.4°</b>	<b>149.4°</b>	<b>151.0°</b>	<b>157.8°</b>	<b>177.0°</b>	<b>180.0°</b>	<b>180.0°</b>

<b>Sails Limitations</b>	
Headsails	<b>5</b>
Spinnakers	<b>3</b>

<b>Class Division Length</b>
<b>CDL = 9.210</b>

<b>Storm Sails Areas</b>	
Heavy Weather Jib	<b>19.51</b>
Storm Jib (JL=7.82)	<b>7.23</b>
Storm Trysail	<b>10.40</b>

<b>Owner</b>
<b>ALEC HUGHES</b>
I certify that I understand my responsibilities under ORC Rules and Regulations
Signature

<b>BOAT</b>	
Name <b>RAVEN</b>	Sail Nr <b>PER 43833</b>
File <b>PER43833</b>	Data in <b>meters/kilograms</b>

<b>RIG</b>	
Forestay Tension <b>Aft</b>	Spreaders <b>2</b>
Inner Stay <b>None Fitted</b>	Runners <b>1</b>
Carbon Mast <b>No</b>	Jumper Struts <b>None</b>
Taper Hollows <b>No</b>	Jib Furler <b>No</b>
Fiber Rigging <b>No</b>	Main Furler <b>No</b>
Lenticular Rigging <b>No</b>	Without Backstay <b>No</b>
Articulated Bowsprit <b>No</b>	
P <b>12.500</b>	E <b>4.754</b> MDT1 <b>0.085</b> MW <b>0.117</b>
IG <b>12.020</b>	J <b>3.390</b> MDL1 <b>0.164</b> GO <b>0.117</b>
ISP <b>12.285</b>	SFJ <b>0.187</b> MDT2 <b>0.085</b> BD <b>0.160</b>
BAS <b>1.495</b>	SPL <b>3.350</b> MDL2 <b>0.117</b> MWT
FSP <b>0.052</b>	TPS TL <b>0.975</b> MCG

<b>INCLINING TEST AND FREEBOARDS</b>			
Inclining Test <b>Current Inclining</b>			
Flotation date <b>03/10/2019</b>		SG <b>1.0253</b>	
FFM <b>1.065</b>	FF <b>1.065</b>	SFFP <b>0.198</b>	
FAM <b>0.935</b>	FA <b>0.938</b>	SAFP <b>8.788</b>	
W1 <b>50.0</b>	PD1 <b>533.9</b>	WD <b>11.430</b>	
W2 <b>50.0</b>	PD2 <b>537.4</b>	GSA <b>1.0</b>	
W3 <b>50.0</b>	PD3 <b>536.7</b>	RSA <b>1.0</b>	
W4 <b>50.0</b>	PD4 <b>543.9</b>	PLM <b>9000.0</b>	
LCF from stem on CL / on sheer		<b>5.464 / 5.649</b>	
Maximum beam station from stem		<b>6.278</b>	
RM Measured		<b>83.7kg-m</b>	
RM Default		<b>90.4kg-m</b>	
Limit of positive stability / Stab.Index		<b>111.1° / 111.4</b>	
Freeboard at mast at 3.577		<b>0.978</b>	



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<b>MIZZEN RIG AND SAILS</b>	
N/A	

<b>PROPELLER</b>			
Installation <b>Shaft exposed</b>	PRD <b>0.305</b>		
Type <b>Feathering 2 blades</b>	PBW <b>0.084</b>		
Twin Screw <b>No</b>	PIPA <b>0.0030</b>		
PSA <b>16.000</b>	PHL <b>0.135</b>	ST3 <b>0.100</b>	ESL <b>0.852</b>
PSD <b>0.025</b>	ST1 <b>0.025</b>	ST4 <b>0.042</b>	
PHD <b>0.050</b>	ST2 <b>0.100</b>	ST5 <b>0.170</b>	

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<b>COMMENTS</b>	
EX AUDAZ	

<b>MOVABLE BALLAST</b>	
N/A	

<b>CENTERBOARD</b>	
N/A	

<b>SAILS (Maximum Areas)</b>									
Mainsail	MHB	MUW	MTW	MHW	MQW	Area	Area (r)	Formula	
	0.180	0.96	1.74	3.00	3.93	34.80	35.56	P/8 · (E + 2·MQW + 2·MHW + 1.5·MTW + MUW + 0.5·MHB)	
Symmetric	SLU	SLE	SL	SHW	SFL				
	11.99	11.99	11.99	6.62	6.40	65.71	SL · (SFL + 4·SHW) / 6		
Asymmetric Not Available									

<b>HEADSAILS</b>												
Area = 0.1125·HLU · (1.445·HLP + 2·HQW + 2·HHW + 1.5·HTW + HUW + 0.5·HHB)												
HHB	HUW	HTW	HHW	HQW	HLP	HLU	Area	Btn	Fly	Meas.Date	Material	Comment
0.12	0.64	1.28	2.50	3.73	5.00	12.05	30.24			03/10/2019	Kevlar	REMEDIACION
0.08	0.63	1.20	2.38	3.62	4.88	12.12	29.35	Y		11/09/2019	Kevlar	REMEDIACION

<b>MEASUREMENT INVENTORY</b>				
Measurer <b>G LIZA</b>				
Date <b>03/10/2019</b>				
Comment				
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>
<i>Id</i>	<i>Item</i>	<i>Maker</i>	<i>Model</i>	
C4	Engine	westrebeke	12 HP	
<i>Id</i>	<i>Item</i>	<i>Weight Description</i>		

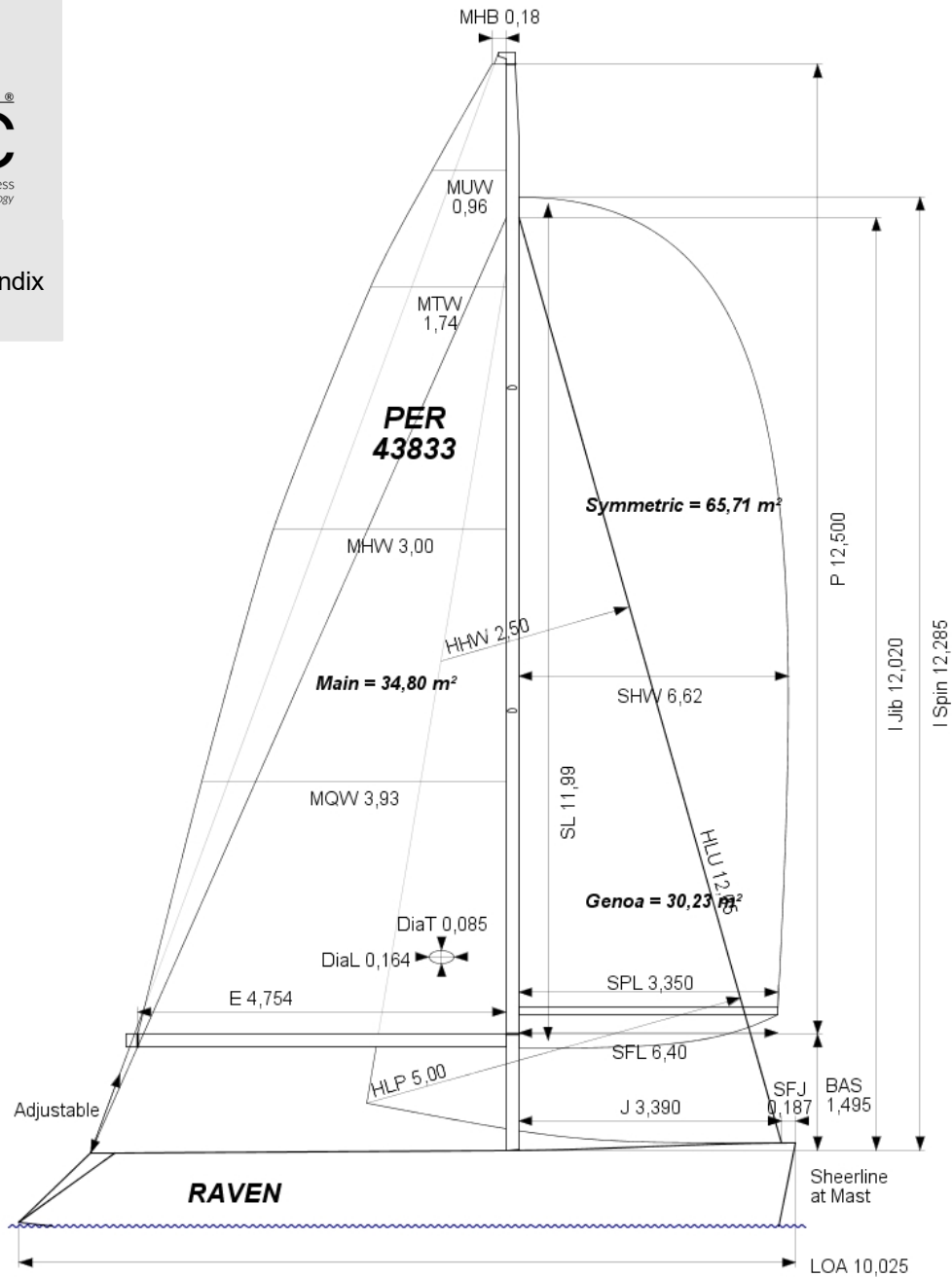
<b>MEASUREMENT INVENTORY</b>									
<i>Id</i>	<i>Item</i>	<i>Tank Use</i>	<i>Tank Type</i>	<i>Capcty</i>	<i>Dist.</i>	<i>VCG</i>	<i>Condtn</i>	<i>Description</i>	
e6	Tank	Diesel	flex	55.0	6.43	0.20	27-0	ubicado bajo camilla	
4B	Tank	Agua	flex	100.0	5.55	0.20	0-0	ubicado bajo camilla	
<i>Id</i>	<i>Item</i>	<i>Weight</i>	<i>Distance</i>	<i>VCG Description</i>					
1A	Ballast	594.7		PLACAS DE PLOMO					
E7	Battery	28.0	5.45	0.20	2 baerias bajo camilla estribor				



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Sail Plan



**SAILS INVENTORY**

**MAINSAIL (1)**

Id	MHB	MUW	MTW	MHW	MQW	Area	Measurer	Meas.Date	Manufacture	Material	Comment
M1	0.18	0.96	1.74	3.00	3.93	34.81	G LIZA	11/09/2019	NORTH	Kevlar	REMEDICION

**HEADSAILS (2)**

Id	HHB	HUW	HTW	HHW	HQW	HLP	HLU	Ovrlp	Area	Btn	Fly	Measurer	Meas.Date	Manufacture	Material	Comment
G1	0.12	0.64	1.28	2.50	3.73	5.00	12.05	147%	30.24			G LIZA	03/10/2019	NORTH	Kevlar	REMEDICION
G2	0.08	0.63	1.20	2.38	3.62	4.88	12.12	144%	29.35	Y		G LIZA	11/09/2019	NORTH	Kevlar	REMEDICION

**SYMMETRIC SPINNAKERS (2)**

Id	SLU	SLE	SL	SHW	SFL	Area	Measurer	Meas.Date	Manufacture	Material	Comment
S3	11.99	11.99	11.99	6.62	6.40	65.71	G LIZA	11/09/2019	NORTH	Nylon	REMEDICION
S1	11.93	11.93	11.93	6.23	6.34	62.16	G LIZA	26/03/2015	NORTH	Nylon	REMEDICION

**ASYMMETRIC SPINNAKERS (0)**

Id	SLU	SLE	SL	SHW	SFL	Area	Kind	Measurer	Meas.Date	Manufacture	Material	Comment
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